

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For HCRS use only

received JUN 1 1983

date entered

## 1. Name

historic Beach Haven Multiple Resource Nomination

and/or common

## 2. Location

1 ditto + 2 and 1 DOE

street & number The Borough Limits of Beach Haven not for publication

city, town Beach Haven vicinity of congressional district

state New Jersey code 34 county Ocean code 029

## 3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> In process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
Multiple	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
Resource		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property

name Multiple Ownership

street & number

city, town vicinity of state

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Ocean County Courthouse

street & number Hooper Avenue

city, town Toms River state New Jersey

## 6. Representation in Existing Surveys

title Survey of Ocean County, NJ has this property been determined eligible? yes no

date Fall 1980 federal state ☒ county local

depository for survey records NJ Office of Historic Preservation, 109 W.State St.

city, town Trenton state New Jersey

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

**Describe the present and original (if known) physical appearance**

### DESCRIPTION

#### BEACH HAVEN MULTIPLE RESOURCE AREA DESCRIPTION

Parenthetical numbers throughout this nomination refer to site identifying numbers as they appear on the Multiple Resource area map and the building by building descriptions contained herein.

The Beach Haven Multiple Resource Area consists of three parts; 1. the Beach Haven Historic District 2. 504 and 506 South Atlantic Avenue and 3. the Shelbourne Farmhouse on Liberty Avenue. The Area, located near the southern tip of Long Beach Island, about four miles from the New Jersey mainland, contains 84 historic structures, primarily residences of which 77 were built in the late 19th century and only 4 are intrusions.

Beach Haven is part of the barrier beach known as Long Beach Island and is bordered to the east by the Atlantic Ocean and to the west by Little Egg Harbor. Recent tract developments are located north and south of the Borough of Beach Haven.

A grid street pattern, which was planned in the 1870s, has remained intact. Broad streets and small lots are common throughout the town. Of the three lots which exist, one is a yard, one an undeveloped lot and one is the site of an early hotel. The structures in Beach Haven are relatively evenly spaced, since almost all buildings are located at the street's edge and centered on their lots. No streets are lined with trees and few lots have large amounts of vegetation.

More than 90% of the buildings in the area are residential and many of these structures are used only during the summer months. The buildings in town are mostly wood-frame and contain similar elements and materials, such as clapboard, cedar shingles and open porches. Both high-style and vernacular buildings co-exist, however high-styled structures are found, for the most part, nearer the Ocean and more vernacular structures toward and along the Bay. Many of the buildings in Beach Haven employ Queen Anne or Victorian Gothic elements, even those built by local craftsmen.

The survey of Beach Haven was undertaken in the fall of 1980 and was part of a comprehensive survey of Ocean County, New Jersey. The survey of Beach Haven was conducted by Michael May, architectural historian, of Heritage Studies, Inc., Princeton, New Jersey, whose work was reviewed by Constance Greiff and Charles Ashton, also of Heritage Studies, and Kevin McGorty of Ocean County Cultural and Heritage Commission.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

### SIGNIFICANCE

The Beach Haven Multiple Resource Area, based on a comprehensive survey of the Borough of Beach Haven, New Jersey, contains elements which demonstrate the development, over a relatively short time period in the late 19th century, of a beach-front resort intended to attract wealthy summer residents from New York and Philadelphia. Although some of the major structures have been lost and the beach-front now contains modern motels, a large portion of the town retains its Centennial-era appearance, both in individual structures and urban form.

Historically and/or architecturally significant elements within the Area include: The Beach Haven Historic District, within which most of the nominated structures are located; two individual houses physically separated the District by a modern church on a city block-size lot and an 1874 farmhouse, physically separated from the district. Together these elements exhibit the most intact resources in a beachfront resort which developed very rapidly about 1880.

Unlike some other Victorian shore area towns, Beach Haven was not founded with any religious overtones; thus, no land was originally set aside for public purposes. What open space exists today is either the site of a vanished building or is a private lawn. Since the town was founded as a speculative real estate development, its urban form consists primarily of broad streets, in a grid plan, lined with large houses on lots. The large estate or ocean front compound, such as exists in New England shore resorts, was not built here.

Additional significance arises from the fact that several of the buildings are known (and others suspected) to have been designed by a Philadelphia architectural firm Wilson Bros. and Company which had close ties to the Pennsylvania Railroad and the Baldwin Locomotive Works; partners in the latter company were instrumental in the founding of Beach Haven. The same architectural firm is known to have designed a bath house and railroad station in Cape May, New Jersey, approximately 60 miles south.

Beach Haven and its surrounding area were first settled at the turn of the 17th century. Whalers were probably the first settlers to come to Long Beach Island and, by 1823, twelve whaling families are known to have lived along the shores of the Island. Some of the early whaling families began taking in summer boarders interested in fishing, hunting and relaxing on the Island. In 1815 Joseph Horner took in guests at his home south of Beach Haven.

## 9. Major Bibliographical References

See attached continuation sheet.

## 10. Geographical Data

Acres of nominated property B.H.H.D.: 23 Acres/Sherbourne Farm Less than 1/50<sup>th</sup> S. Atlantic: Less than 1 ac.  
Quadrangle name Beach Haven, NJ Quadrangle scale 1=24,000

### UMT References

A 

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4	3	7	9	4	4	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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4	3	7	9	5	6	5
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E 

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5	6	5	2	7	0
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4	3	7	8	8	4	0
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F 

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4	3	7	8	2	1	0
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G 

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H 

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### Verbal boundary description and justification

See attached continuation sheet.

### List all states and counties for properties overlapping state or county boundaries

state New Jersey code county Ocean code

state code county code

## 11. Form Prepared By

name/title Michael May - Architectural Historian

organization Heritage Studies, Inc.

date August 1981

street & number Mapleton Road

telephone

city or town Princeton

state New Jersey

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature]

title Deputy State Historic Preservation Officer

date 4/20/83

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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Seven years later Horner sold his business to Philadelphia guests who formed the Philadelphia Company Boarding House. These men remodeled Horner's home and turned it into a first class seaside hotel. By the mid 19th century other structures used as boarding houses and gunning clubs had been built along the shores of the Island, however these buildings were small, isolated settlements separated by miles of sand and dune vegetation. No planned town, roads, or organized transportation system to or on the Island existed.

In the spring of 1874, Archelaus R. Pharo of nearby Tuckerton, New Jersey founded Beach Haven. Named by his daughter, Mrs. Samuel Ashhurst, Beach Haven was later recommended by the American Medical Association as "one of the best three resorts in the eastern United States for hay fever sufferers".<sup>2</sup> Pharo, a long time visitor to Long Beach Island, first envisioned a seaside town in the early 1870s for this purpose. Along with partners of Burham, Parry, Williams and Company (later the Baldwin Locomotive Works of Philadelphia), Pharo formed the Tuckerton and Long Beach Building Association. Three structures were built by Pharo in 1874; two houses (on Second Street), one for the Pharo family (1) and one for Dr. Albert Smith of Philadelphia (2), who had been a frequent visitor to the Long Beach House, a hotel located a few miles south of the town. The third structure built by Pharo was the Parry House, the first of a number of luxury hotels at Beach Haven, named after Charles Parry of the Baldwin Locomotive Works. The hotel, which could house 250 guests, stood at the present site of the Kynett Methodist Church (#22) at Beach and Centre Streets.<sup>3</sup> A dock on the bay front and a "boardwalk road" on piers leading to it (now infilled and known as Dock Road), were also built in 1874.

A map of 1876 outlines the early transportation system of the town. The Philadelphia or New York visitor to Beach Haven could travel by railroad to Tuckerton where a railroad spur leading to the bay had been constructed. At the bay the visitors boarded steamers which carried them to the end of Dock Road at Beach Haven. A.R. Pharo was influential in the construction of the railroad spur to the Bay in 1872 and Baldwin Locomotives were used by the Tuckerton Railroad, which may account for or demonstrate the company's interest in the development of Beach Haven. This early transportation system was also used to haul food and building materials.<sup>4</sup>

The success of the Parry House prompted the development of new hotels at Beach Haven. Robert B. Engle, operator of the Parry House, purchased a lot in 1876 to build a large hotel along South Street, now Engleside Avenue. The "Engleside", designed by Addison Hutton, a Philadelphia architect, could accommodate up to 300 guests and had its own gardens, cows and chickens. The Hotel stood at the present site of the town green until it was demolished in 1943.<sup>5</sup> Many famous and wealthy people of the day visited the hotels as seen in the Engleside advertisements which listed its important guests.<sup>6</sup>

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The Baldwin Hotel, circa 1885, was built to replace the Parry House which had been destroyed by fire in the early 1880's. The Baldwin, itself destroyed by fire in the 1960s, stood on Pearl Street at the present site of the new Holy Innocents Mission Church south of the district. The hotel could accommodate 400 guests and was equipped with electric lights, hydraulic elevators and hot and cold running sea water. Smaller hotels and boardinghouses were constructed during this time, including the Magnolia House (#24) at 215 Centre Street, and the Ocean House (now destroyed), both built in 1877.

The large hotels found it necessary to establish bath houses, tennis courts and transportation to and from the steamboat landing at Dock Road to satisfy their well-to-do guests. In 1884 the Baldwin was connected to the steamboat landing by a railroad which ran along Beach Avenue from Pearl to Third Street. When started, the railroad used a small steam locomotive built by the Baldwin Locomotive Works. The Engleside also established transportation for arriving and departing guests.

Beach Avenue, which contained the Beach Haven Railroad line, was the only north-south street in town until the 20th century. The avenue soon became the commercial center of town and was lined with a grocery store (#71), a butcher shop (northwest corner of Beach and Amber), a barber shop (#72), post office (#73) and a department store (#75) all of which still stand and now used as residences. Others shops were found within the Engleside complex and at street corners along Beach Avenue. Not until the construction of Bay Avenue in 1914 did Beach Avenue's role as a commercial center begin to decline.

In 1886 the railroad from Manahawkin (to the north), was completed causing the demise of steamboat service. The railroad further promoted the development of the town, and a number of structures had already been built in anticipation of the new transportation link.

In the early 1880s a number of public structures and homes for wealthy Philadelphians were designed by Wilcox Brothers and Company. The company was a newly incorporated engineering and architectural firm located in Philadelphia. The principal partners were John A. Wilson, Joseph M. Wilson and F.G. Thorn. The firm was known mainly for its work in railroad engineering. Thorn was trained as an architect, studying under John McArthur Jr. of Philadelphia (architect of its City Hall), and was responsible for many of the firm's designs. John A. Wilson, engineer, was the principal engineer for the Main Mechanical Building of the Centennial World's Fair in 1876. Organized in 1876, the firm worked on projects such as the Philadelphia Subway, the Philadelphia Reading Terminal, the Broad Street Station of the Pennsylvania Railroad, and hospitals, newspaper buildings, schools, hotels, and private homes throughout the east. The firm's interest in Beach Haven coincided with their association with the Baldwin Locomotive Works, the largest locomotive builders in the country. The company's main headquarters in Philadelphia were designed by Wilson Brothers and Company. The Baldwin Hotel was also constructed by the architectural firm, along with residential structures on Coral Street built for many organizers of the town.

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The 100 block of Coral contains three homes which were designed by the firm for Charles Parry (#57), George Burnham (#60), and Edward S. Williams (#56). Other homes on the block, built for well-to-do Philadelphia, such as the Drinkers (#112), may also have been constructed by the firm. These large cottages are typical summer homes of their era containing elements such as combination gable, gambrel or hip roofs, elaborate porches and window surrounds, towers and other decorative elements in various styles. All of these elements are uniquely and artistically arranged exemplifying the company's high standing in the architectural field. The houses at 504 and 506 S. Atlantic are very possibly the result of the Wilson Bros. and Co.'s designs. One of the most impressive structures designed by the firm at Beach Haven is the Holy Innocents Mission Church, now the Long Beach Historical Association. The church, circa 1881, was the first house of worship on the Island. This Stick/Shingle style structure has unusual elements such as railings, brackets and window tracery which employ trefoil arches. In the construction of the building the firm again shows its originality and expertise in the architectural profession. Like other important buildings in Beach Haven, the church was also associated with the Baldwin Locomotive Works. Mrs. Charles Parry, wife of the company's president, donated money for the construction of the church in memory of her daughter, Mrs. Clara Parry Hilger.<sup>10</sup>

Properties, both individual structures and historic districts, were selected for nomination for their ability to illustrate the Borough of Beach Haven at its peak as a Victorian resort. The Sherbourne Farmhouse, although built the same year the town was founded, was an isolated structure, unrelated to the large-scale development taking place to the north (at what is now the center of town). An effort was made to convey the two forces of the resort: the summer homes of the wealthy urbanites, and the less impressive but no less important structures at the bay. Then, as now, there was a need for fishermen's cottages, docks, bars, and small hotels to complement the activities in the center of town. Since Dock Road was the main thoroughfare east for the steamboat wharf, this was a natural location for this grouping. Due to the loss of integrity of most of the properties around the landing site, the Dock Road neighborhood was excluded from this nomination.

To a great extent the structures in the nominated Beach Haven Historic District speak for themselves and reveal a great deal about the development of the town. Even a casual perusal shows that a) development took place over a relatively short time span; b) the buildings were constructed for people of means; c) at least one highly skilled designer was at work; and d) by inference, major beachfront buildings and hotels are no longer standing.

The Great Atlantic Storm of 1962 literally wiped away all beachfront structures which have been replaced by modern, intrusive motels, detracting from the Victorian character of the historic district and therefore excluded. The Hotels Parry and Baldwin was destroyed by fire & the Engleside was demolished leaving a "village green" in the center of the district and a prime location for development.

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SIGNIFICANCE

Historical research documents and amplifies these assumptions. The involvement of the Baldwin Locomotive Works and of the architectural firm of Wilson Brothers and Company, discussed elsewhere, adds more historical important to the architectural significance which is self-evident.

Beach Haven has been fortunate in retaining its identify amid the post-war construction boom that has drastically changed other parts of the Jersey shore. Its Victorian heritage, nearly intact, is palpably present in the blocks of unified streetscapes within the Beach Haven Historic District, and the sense of the town's history is kept alive by the Long Beach Island Historical Association, which has as its headquarters the outstanding former Holy Innocents Church. No building better represents the community's beginnings, making this new use a fitting one. The Association maintains files, publishes brochures, and conducts walking tours, among its many activities aimed at preserving the area's past.

In short, Beach Haven has realized (or perhaps never forgot) what it is and what it has, and by means of the multiple resource format, recognition can be given to the variety of resources representing the various elements of the years immediately following its founding.

1. THE BEACH HAVEN HISTORIC DISTRICT

The Beach Haven Historic District is the largest component of the Beach Haven Multiple Resource Area. It contains the majority of the nominated buildings and is among the few highly intact concentrations of late 19th century resort architecture surviving on the New Jersey coast. Beach Haven was built to serve the upper middle classes of New York and Philadelphia, a role which it fulfilled until recent years. As a result, most of the buildings constructed--both private homes and large hotels--were generous (if not opulent) examples of the prevailing styles of the era, primarily employing Queen Anne elements. Although fire, storms, and replacement have taken their toll (especially along the now motel-lined beach front, not included in the nominated district), what remains is a remarkable array of resort architecture evoking the sense of the town much as it was in its heyday in the last quarter of the 19th century. For a fuller statement of the district's historical and architectural significance, refer to the attached Statement of Significance for the Multiple Resource Area as a Whole, which discusses founding, development, major structures, and prominent individuals.

Aside from the major buildings in the district, there are also a number of no less important structures which do not appear to have been the work of an architect. Most of these buildings were probably designed and built by local craftsmen. Many of these homes are large vernacular structures such as the clapboard houses of Pharo and Smith on Second Street. Later buldings of this size were sheathed in shingle and employed Queen Anne elements similar to those found in the grand cottages on Coral Street.



Obviously no town consists entirely of grand houses on large lots; for a discussion of other buildings in Beach Haven see the Statement of Significance for the Multiple Resource Area contained herein.

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Footnotes

<sup>1</sup>Charles E. Nash. The Lure of Long Beach, (Long Beach Island: The Long Beach Board of Trade, 1936), p. 42.

<sup>2</sup>Ibid., p. 64.

<sup>3</sup>"History of Holy Innocents' Parish from 1882 to 1974", published by the Holy Innocents Parish, 1974, p. 4.

<sup>4</sup>Lure of Long Beach, p.

<sup>5</sup>"In the Beginning", The Beach Haven Times, 29 August 1968.

<sup>6</sup>Bayard Randolph Kraft. Under Barnegat's Beam, (New York: 1980). p.

<sup>7</sup>"History of Holy Innocents'," p.4.

<sup>8</sup>Amal King (article), The Beach Haven Times, July 1976.

<sup>9</sup>"Lady with a Lens," The Beach Haven Times, 15 October 1975.

<sup>10</sup>"History of Holy Innocents', ", p. 2.

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BIBLIOGRAPHY

Books:

1. Kraft, Bayard Randolph. Under Barnegat's Beam. New York: 1960.
2. Nash, Charles E. The Lure of Long Beach. Long Beach Island: L.B.I. Board of Trade, 1936.

Other Resources:

3. Cramer, Fredric, cop., Long Beach Island, its Pictorial Past. Toms River: Ocean County Historical Society, 1971.
4. Files of the Long Beach Island Historical Association
5. Historic Sites of the Borough of Beach Haven. By the Beach Haven Bicentennial Committee, 1976.
6. History of Holy Innocents' Parish, 1882-1974. By the Holy Innocents' Parish 1974.
7. The Beach Haven Times, 29 August 1968, 15 October 1975, July 1976.
8. The Sandpaper, 29 October 1980.
9. The Summer Times, 20 July 1977.
10. "Walking Tour of the Victorian House South of Center Street, in Beach Haven", By the Long Beach Island Historical Association.
11. Wilson Brothers and Company Catalogue of Work Executed. Philadelphia: Lippencott and Co., 1885.

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BOUNDARY JUSTIFICATION

Boundaries of the Beach Haven Historic District were selected to encompass to the greatest extent permitted by the area's internity, the historically and architecturally significant buildings dating from the area's period of importance. A pedestrian, building-by-building survey revealed this to be an area of approximately seven city blocks. On the east, the Atlantic Ocean, an obvious boundary was rejected due to hotel/motel construction east of Atlantic Avenue following the 1962 Great Atlantic Storm.

The northern boundary was chosen since recent structures form the majority of buildings north of Second Street, although adjacent 19th century and early 20th century structures and those of historic or architectural importance along Beach and Third Street have been included.

The extension of the western boundary to include the later turn of the century commercial structures along Bay Avenue was considered but rejected since major alterations have been made to these structures and large numbers of intrusions have been built between this area and the district. Likewise intrusions and buildings with major alterations are found in other places along the western boundary, causing only parts of some streets to be included in the district.

The extension of the southern boundary to include two structures similar to those found in the district was considered, but rejected due to the construction of a modern block-square church and parish house on the block bordered by Pearl, Atlantic, Marine, and Beach Avenue. These buildings, 504 and 506 S. Atlantic, comprise another element of this nomination. Other 20th century intrusions bar the extension of the boundary south along Beach and along the south side of the 200 block of Pearl.

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Multiple Resource Area  
Thematic Group

dnr-11

Name Beach Haven MRA  
State New Jersey

Nomination/Type of Review

Date/Signature

1. Beach Haven Historic District  
Substantive Review

Keeper Beth Grosvenor 7/14/83

Attest

2. Converse Cottage  
Substantive Review

Keeper Beth Grosvenor 7/14/83

Attest

3. Williams, Dr. Edward H., House  
Substantive Review

Keeper Beth Grosvenor 7/14/83

Attest

4. Sherbourne Farm  
Substantive Review

Determined Eligible

Keeper agbl Beth Grosvenor 7/14/83

Attest

DOE/OWNER OBJECTION

5.

Keeper

Attest

6.

Keeper

Attest

7.

Keeper

Attest

8.

Keeper

Attest

9.

Keeper

Attest

10.

Keeper

Attest